

ANNUAL REPORT

OF THE

M A N A G E R S

OF THE

UNION CANAL COMPANY

OF

PENNSYLVANIA,

TO

THE STOCKHOLDERS.

NOVEMBER 17, 1835.

Philadelphia:

PRINTED FOR R. P. DESILVER.

1835.

At the Annual Meeting of the Stockholders of the Union Canal Company of Pennsylvania, held at their Office, in Carpenter's Court, November 17, 1835, the following Report was presented, read, and accepted; and is now printed in compliance with the provisions of the charter.

On the same day the following Gentlemen were elected to manage the affairs of the Company for the ensuing year.

PRESIDENT.

JACOB GRATZ.

MANAGERS.

WILLIAM BOYD,
CHARLES GRAFF,
WILLIAM W. FISHER,
FRANCIS G. SMITH,
WILLIAM Y. BIRCH,
GUSTAVUS CALHOUN,

GEORGE VAUX,
JOSEPH HOPKINSON,
THOMAS BIDDLE,
WILLIAM H. KEATING,
JOHN BOHLEN,
THOMAS W. MORRIS.

REPORT.

IN presenting their Annual Report, in obedience to the requisitions of the Charter, the President and Managers of the Union Canal Company of Pennsylvania, have peculiar satisfaction in communicating to the Stockholders, that, during the last year, the Canal has afforded a navigation entirely uninterrupted by either breaches, or a deficiency of water; a gratifying evidence of the increasing permanency and retentiveness of the embankments; that the trade has considerably augmented, and the receipts from tolls have exceeded those collected in any previous year, notwithstanding a great reduction in the rates of toll took place in February last.

Although the Canal is but in its infancy, it has, in connexion with the Schuylkill navigation, and the magnificent improvements of the State, conduced to an enlarged intercourse with the interior, encouraging, by cheapness of transportation, the remote agriculturalist and manufacturer, to transfer to our metropolis, the various productions of their industry, opening new markets for the inexhaustible deposits of coal and iron, the valuable timber, and other immense resources with which Pennsylvania abounds, and promoting, by its invigorating influence, the prosperity and opulence of our enterprising community.

Convinced that the Union Canal is destined to participate extensively in the expanding commerce between the

Atlantic and the fertile regions of the West, the Managers have persevered to make it an attractive, safe, and cheap avenue, adequate at all times to accommodate whatever amount of business may seek its channel; in attaining this, many obstacles and embarrassments have been encountered; having conquered all discouragements, and achieved a work of great public utility, they anticipate that the period is not remote, when this important improvement will return a liberal remuneration to all who have embarked in the enterprise.

During the last two years, large expenditures have been incurred in the prosecution of permanent improvements and repairs, indispensable to preserve an unimpaired navigation, and to remedy deficiencies; most of these are completed; that of the greatest magnitude, the new feeder, from the Water Works to the summit level, to supersede one fallen into decay, will be entirely finished in the present month; materials are provided to prosecute other works in the approaching winter; when these shall be completed, the expenditures will be much retrenched, and be limited to the incidental charges of keeping the Canal in order.

To impart a knowledge of these improvements, they are concisely enumerated:—

The new feeder from the Water Works, on Swatara, to the summit, is three and one-third miles in length; it is circular, three feet six inches in diameter, internally in the clear. A part, (seven thousand four hundred and fifty feet,) is constructed with hard bricks laid in hydraulic cement, and is perfectly water-tight; the remaining part, ten thousand three hundred and ten feet,) is composed of cylinders fitted into each other, made of white pine staves three inches thick, hooped with iron

bands, and supported by strong timbers, resting on stone foundations; as no part of the wood work is in contact with the ground, it will not be liable to premature decay.

As the principal supply of the summit is derived from the Water Works, and is to pass through this conduit, every effort has been exerted to make it answer the important purpose for which it is designed, two miles having been in use since April last, its great utility has been demonstrated by the increased quantity of water it has discharged into the summit.

The bottom of the summit has been lined with two inch plank for the distance of nearly four miles; it is intended to extend the lining, during the approaching winter, about three-fourths of a mile further, for which purpose the necessary materials are provided. Several levels east of the summit, and two levels to the west, below Hummelstown, all of which pass through limestone, have been planked for the distance of seven hundred and eleven rods.

Plank, and other materials are provided, to line, during the winter, seven hundred and seventy-five feet on the navigable feeder, where large sinks in cavernous limestone have frequently occurred. It is believed that there are no other parts of the Canal which will require a resort to this method of preventing the loss of water.

A Collector's house at Middletown, and thirty-five Lock-keepers' houses, have been built, embracing all the points where they can be required.

Two weighing locks, one of them erected at Reading, the other at the Water Works, have proved useful in ascertaining the accurate weight of boats, and preventing impositions on the revenue.

Most of the aqueducts have been thoroughly repaired,

and materials provided to rebuild, during the winter, the large aqueduct on the navigable feeder across Swatara, and one below Reading.

A new feeder dam has been erected in Swatara Creek, and all the dams and feeders in the line repaired and strengthened.

The additional feeder introduced in the summit, by transferring to M'Laughlin's Pond one of the steam-engines from the Water Works, has proved so beneficial, that all apprehensions of a scarcity of water on the summit, even in the driest seasons, are dispelled.

Five hundred and sixty feet of iron pipes for a new main have been laid down at the Water Works, many bridges rebuilt, and materials provided for rebuilding others.

Many other extensive improvements and repairs have been made, and the Canal, throughout its entire length, is now placed in a condition calculated to confirm the confidence entertained of its stability, its abundant supply of water, and to insure a regular unimpeded navigation to the most active trade that may be presented.

Subsequently to the Report made in November last, the Canal continued open until 16th December, when it was obstructed by ice; on the 20th of March, the navigation was resumed, since which time it has been exempt from the slightest embarrassment.

The tolls received from 1st November, 1834, to the 1st November,

1835, amount to - - \$135,254 20

The tolls collected the preceding year, were - - -

119,870 53

Showing an increase of - -

\$15,383 67

or nearly thirteen per cent.

	TONS.
The trade conveyed on the Canal this year,	
was - - - - -	118,978
The trade of the preceding year, was -	84,536
	<hr/>
Showing an increase of - - - - -	35,442
tons, or upwards of forty per cent.	

This great improvement of business, although it has not produced a corresponding increase of revenue, (owing to the reduction of tolls before adverted to,) is abundantly encouraging; the future promises to be still more propitious; the extensive improvements of the State, now in active and successful operation, will contribute to your Canal such an accession of trade as must realize a revenue equal to the most sanguine calculations.

The progressive advancement of business, since the Canal has been in operation, is shown in the following statement :—

YEARS.	TONS.	TOLLS.
1828,	18,124	\$15,512 10
1829,	20,522	16,676 11
1830,	41,094	35,133 82
1831,	59,970	59,137 21
1832,	47,645	59,061 06
1833,	85,876	103,462 45
1834,	84,536	119,870 53
1835,	118,978	135,254 20

The articles which this year have increased most in quantity, are such as will continue to augment with the improvement and prosperity of the country.

Flour, grain, and tobacco, have in-				
creased about	-	-	-	50 per cent.
Iron coming East,	-	-	-	90 „
Merchandise,	-	-	-	33 „
Bituminous Coal,	-	-	-	100 „
Anthracite Coal from Swatara Mines,				100 „

The coal trade from Pine Grove, which has heretofore been inconsiderable, is commencing to develop its importance; nearly twelve thousand tons were shipped this season, principally by one establishment; the great abundance and superior quality of this coal, with the increasing demand for it, will stimulate other individuals to open mines, and furnish to the Branch Canal a permanent and flourishing business.

Damages to the amount of \$5,878 32, have been paid within the last year; some cases are adjusted, but not yet settled, and a few claims yet remain for settlement.

It may be proper to remark, that at any time after 1st January, 1836, the Company will have the option to pay certain loans amounting to \$830,400, unless the proprietors shall convert their respective amounts into shares of the capital stock prior to that day, the right of convertibility appertaining to such loans, expiring with the present year; if they be not paid off by the Company, the interest will continue to be paid as heretofore, until notice for their redemption be given.

Annexed will be found the Treasurer's annual account of receipts and expenditures, also a statement of the articles and tonnage conveyed through the Canal within the past year.

In conclusion, the Board congratulate the Stockholders upon the success which has attended the early career

of the Canal ; like all similar improvements, in their commencement, it has encountered periods of trial and perplexity ; this ordeal is happily passed. The present improved condition of the works, the abundant supply of water with which it is furnished, the trade it has attained, and the flattering prospects of rapidly augmenting business, all give assurances of future prosperity and productiveness.

All which is respectfully submitted, by order of the Board of Managers.

JACOB GRATZ *President.*

*Union Canal Office, }
Nov. 17th, 1835. }*

Dr.

Union Canal Company in account with Thomas P. Roberts, Treasurer.

Cr.

1834. Nov. 1.	To Cash expended by order of the Board of Managers from November 1, 1834, to February 1, 1835, viz.—	1834. Nov. 1.	By Balance of cash this day as per last settlement	\$ 6,924 13
	Salaries to officers \$ 1,125 00		By Cash received from November 1, 1834, to February 1, 1835, viz.—	
	Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, look keepers' collectors', and superintendents' wages, damages and incidental expenses 26,160 44		From tolls \$17,941 39	
	Paid for professional services 200 00		From land sold on Columbia Rail Road 1,522 50	
	Paid collector at Fair Mount 270 00		From Joseph Good, amount returned by him 25 00	
	Paid current expenses, printing, stationary, rent, postage, &c. 448 71		From sales of State loan of 4½ per cent. 50,000 00	69,488 89
	Paid balance due Wm. Stevenson's estate 114 60		By Cash received from February 1, to May 1, 1835, viz.—	
	Paid balance due Bank U. S. 34 53		From interest on State loan of 4½ per cent. \$ 4,050 00	
	Paid on account of coal delivered at the Water Works 600 00		From tolls 21,837 13	
	Paid in full for lead 210 36		From sales of State loan, and premium thereon 30,351 00	
	Paid one quarter's interest on loans due January 16, 1835 25,005 00		From sales of limestone, scraps, rent of oil-mill, and rent of saw-mill, 307 20	56,545 33
	Paid damages at Middletown 725 23		By Cash received from May 1, to August 1, 1835, viz.—	
	To Cash expended from February 1, to May 1, 1835, viz.—	\$ 54,896 87	From tolls \$ 50,728 31	
	Salaries to officers \$ 1,273 00		From limestone sold at Lebanon 6 93	
	Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, wages to look keepers, collectors, and superintendents, damages and incidental exp.'s 30,718 34		From rent of schute at Pine Grove 100 00	
	Paid interest 85 00		From lumber sold 114 67	
	Current expenses 213 40		From sales of State loan and premium 102,580 00	
	Damages \$480 29, and professional services, \$500 980 29		From temporary loans 23,000 00	
	Interest on stock and loans due April 16 39,112 50		From sales of loan of \$520,000, and premium 7,737 64	184,267 55
			By Cash received from August 1, to November 1, 1835, viz.—	
			From tolls \$44,503 57	
			From interest on State loan of 4½	

Salaries to officers	20,112 30	By cash	9,250 00
Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, wages to lock keepers, collectors, and superintendents, incidental expenses, &c.	13,958 49		
Paid for bricks, toll, &c., for tunnel feeder,	968 91		
Paid for iron pipes, \$3,266 58, ground at Reading, \$500 . .	3,766 58		
Paid current expenses, surveys, and oil for water works and steam-engine, &c.	1,093 51		
Paid interest due on loans 16 July	25,612 50		
Paid certificates of interest, and the interest thereon	141,202 79		
To Cash expended from August 1, to November 1, 1835, viz.—	187,927 78		
Salaries to officers	\$ 1,612 50		
Remitted Wm. Lehman, resident engineer, to meet payment at Lebanon for improvements and repairs, wages, incidental expenses, &c.	18,244 74		
Current expenses, scales at Pine Grove, \$ 642 58, damages, \$1080	1,722 58		
Temporary loans, with the interest	18,078 33		
Certificates of interest, with the interest thereon	11,890 32		
Interest paid on State loan to purchasers by contract	2,250 00		
Interest to Stock and Loanholders	28,653 00		
Bricks and tolls thereon for tunnel feeder	1,823 37		
Balance	84,274 84		
	10,327 95		
	<u>\$409,809 97</u>		

Philadelphia, November 1, 1835.

Examined and compared with the original entries, and found correct, showing a balance of Cash on hand, agreeably to the Treasurer's account, of ten thousand three hundred and twenty-seven dollars, and ninety-five cents.

E. E.

THOMAS P. ROBERTS, *Treasurer.*
WM. BOYD, *Committee of Accounts.*
CHARLES GRAFF, }

\$409,809 97

From sales of land on Columbia
Rail Road

643 75

92,584 07



Plan & Profile
OF THE
PHILIPSBURG & JUNIATA RAIL ROAD
As Located under the direction of
MONCURE ROBINSON, C.E.



